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Dispatch

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RICHMOND, VA., TUESDAY, MARCH 1, 1910.

WEATHER TO-DAY—UNSETTLED.

PRICE TWO CENTS.

BYRD LIQUOR BILL PASSED BY HOUSE

Is Little More Than Revenue Measure as Finally Adopted.

ANOTHER KICK FOR STATE-WIDE PLAN

House Finance Committee Reports Bill Unfavorably as to Financial Feature—Outlook Bright for R., F. & P. Settlement—Commission Plan Approved.

At the end of a long day's work, during which scores of votes were taken on as many amendments, the Byrd liquor bill passed the House yesterday by a vote of 67 to 13. The Speaker, who led the fight for his bill on the floor of the committee, the whole was successful at every point. Not a single amendment opposed by him was added to the bill. Only once was he defeated, and then he secured a reconsideration and a reversal of the former action.

The Byrd liquor bill is a local option measure, pure and simple. It is designed to strengthen the existing Byrd liquor law, and its principal feature is the elimination from the State of the sale of the beverage known as "near-beer." Licenses of all kinds are greatly increased, being doubled in most instances. The average is more than double.

As the Speaker himself said, the measure is not at all a radical one, nor is there in it any wide divergence from the existing statute.

Another Blow at State-Wide. Of perhaps as much or more interest than the consideration of the Byrd bill was the action of the House committee on the Myers State-wide prohibition bill, known as the enabling act. After a short executive session in the afternoon, the committee decided to report the bill with a recommendation that it do not pass.

As forecasted in The Times-Dispatch yesterday, there was no disposition to another bill in committee. A member said after the meeting that the vote stood 10 to 3 for the unfavorable report.

This action means that the committee says that it is best for the financial interests of the State that the bill should not pass. It is particularly significant in view of the fact that the committee is familiar with the condition of the treasury and to know what Virginia can and cannot afford to do.

The financial side of the question was the only one brought out in the argument. It was presented for the bill by Mr. Myers, Senator Strode and Dr. James Cannon, Jr. The bill was opposed by E. B. Thomason and Samuel L. Kelley.

R., F. & P. Outlook. Highly satisfactory was the report of the special joint committee on the duty of the State in the incorporation of the Richmond, Fredericksburg and Potomac and related railroads. The report, signed by the Governor and the other members of the committee, was presented to both Houses of the road was ready to surrender its charter and its special privileges and be rid of its special burdens.

With the report came two bills—one prepared by the subcommittee, allowing the merger and reincorporation of the road, and the other by the Senate, allowing the incorporation of the road and the Cooke amendment to the Sunday railroad bill for six months, to give time for a settlement of the question. In the House the report was unanimously agreed to. The Senate referred the whole matter to the joint committee on Roads and Internal Navigation.

The joint resolution proposing an amendment to the Constitution, which will in future years allow cities to adopt a commission form of government, was passed by the Senate. The House has previously adopted the resolution, and it now goes to the Governor. Senator Hart opposed the amendment, saying that this kind of government was not a success. Senator Sale defended the measure.

Most of the interesting job of advancing second reading bills to their engrossment. Many such measures, most of them local or uncontested, were taken up and disposed of in this way.

Several bills were passed by the House during the morning hour, the only one of general interest being that requiring dentists to be graduates in medicine and surgery. It does not become operative for four years, and consequently does not affect any practicing dentists nor those now engaged in the study of the profession who can qualify within the next four years.

It was really the first day of actual hard work in the House. That body met at 11 o'clock, and took up the Byrd bill at 12:30. At 2 o'clock a recess was taken until 4, when the body again met. It was not until half-past 6 that a final vote was reached, and the House adjourned.

Cider People Won. The earnest fight waged by the cider interests was thoroughly effective, and no legislation aimed at the fruit industry will be in the Byrd bill. For this the apple growers of the Piedmont section should be largely grateful to Mr. Templeton, one of the members from Augusta, who has worked faithfully to protect their interests. The final amendments on this question as proposed by Mr. Templeton were accepted by Mr. Byrd.

Dr. Dunn, a member from Albemarle, also won in his effort to take care of the wine interests of his county. "Things looked very shaky for him and for them for a time, but he stood by his guns, and what he wanted was incorporated in the bill as finally passed.

Efforts were made to change the size of towns in which liquor can be sold, but they were unavailing. In the present bill no town which has fewer

SECRETARY OF WAR ANSWERS CRITICS

He Denies Giving Undue Aid to Transcontinental Railroads.

NOW AT MERCY OF PACIFIC MAIL

Invokes Antitrust Laws to Break Up Monopoly of Business Between Pacific Coast Points and Isthmus of Panama—Makes Peace With Insurgent.

Washington, D. C., February 28.—Secretary of War Dickinson proposes that the antitrust laws be invoked to break up the monopoly which the Pacific Mail Steamship Company and the Harriman transcontinental lines have on business between Pacific coast points and the isthmus of Panama.

When it was suggested to-day that suit under the Sherman law might fail because of the lack of a steamship company, operated as an independent line, which would be considered a competitor of the Southern Pacific Railroad, members of the Senate Committee on Intercommerce Canals discussed the advisability of recommending legislation that would reach the merger.

Answers Criticism. The hearing to-day was held in order to give the Secretary of War an opportunity to answer the criticism of Senator Bristow that the government was giving aid to the transcontinental railroads by not encouraging the establishment of an independent line on the Pacific coast as was proposed by B. N. Baker, of Baltimore.

Secretary Dickinson produced the proposed contract submitted to him to show his understanding of the offer made by the syndicate backed by Mr. Baker. It indicated that the company was to have an exclusive contract and many other favors that Mr. Dickinson said could not be granted under authority vested in him or any other member of the President's Cabinet. After this showing had been made Mr. Bristow acknowledged that such a contract would be unacceptable to the government.

Peace was patched up between the War Secretary and the "insurgent" Senator, although for an hour it was apparent that the secretary had been highly incensed by the comment of Mr. Bristow that his failure to accept Mr. Baker's proposition looked to him "like the secret of the whole business is that the government does not propose to put in anything to compete with the transcontinental railroads."

Covered Into Acceptance. The statement had been made by Mr. Dickinson that he had practically agreed to a serious situation into consenting to the demand of the Pacific Mail for 70 per cent. of the joint rate. The Pacific Mail had threatened to withdraw its ships, and if this should be done, he said, the world would have to look to the Pacific coast for an outlet on the Pacific coast and no business could be obtained for the government line on its northbound trips on the Atlantic.

"If the ships on the Pacific side had been withdrawn, I felt that my position would have been indefensible, and therefore I was forced to accept the terms offered by the Pacific Mail," said the secretary.

"Did you ever make an investigation to determine whether the Pacific Mail is controlled by the Harriman lines?" asked Chairman Flint. Mr. Dickinson replied that he had seen President Schwerin, of the Pacific Mail, only once, and they had had an unpleasant interview. Schwerin insisted, he said, that his steamship line was independent of the Southern Pacific, and upon that point they could not agree.

"Why, if it is wrong for the Southern Pacific to own the stock of the Pacific Mail, you have antitrust laws," Secretary Dickinson said. "It is not the business of the Secretary of War to enforce antitrust laws."

Pressed for Opinion. Several Senators pressed the Secretary of War for his opinion of the surest way to break up the Pacific Mail monopoly. He said that the surest way would be for the government to own the line and operate them, but would not say that such a course would be the wisest way. He said that the question was a legislative one, and that he did not care to indorse government ownership.

"We sent for you to tell us what to do," said Chairman Flint. "That, I think, is what you would do if you were a Senator."

"No, I wouldn't ask any man to tell me what to do in the matter of government ownership," replied the secretary.

"It is up to the War Department or Congress to do something," said Senator Bristow.

"But do you want me to tell Congress what to do?" asked Mr. Dickinson.

"That is just what you are doing in reports which you send to Congress," said Chairman Flint, rather sharply.

"Probably we have been trained in different political schools," said the secretary, "but I have never believed it was the duty of the government to furnish means of transportation. I have not believed it wise for the government to engage in that business, which can best be done by individuals."

Senator Bristow said he thought it was the duty of the secretary to designate some one to find out whether there were private concerns which would enter this transportation field.

Secretary Dickinson left the stand after saying that he would investigate the whole subject of mail contracts, chartering steamships or any other means of meeting the situation.

DECIDES ON COMMERCE COURT

Committee Votes by Narrow Margin to Report Favorably.

Washington, D. C., February 28.—By a majority of two, the House Committee on Interstate Commerce to-

(Continued on Second Page.)

COMMONS ACCEPTS PLANS OF PREMIER

Government Obtains Lease of Life by Grace of Conservatives.

CRISIS WILL COME AFTER EASTER

Desire to Avoid General Election Gives Brief Respite to Asquith. He Outlines Policy of Finance and Freeing Commons From Interference by Lords.

London, February 28.—In the session of the House of Commons to-day, the outcome of which was awaited as eagerly as the denouement of a most exciting tragedy by all the members of both houses able to pack themselves into the chamber, Premier Asquith's government obtained a lease of life until after Easter. This was the gift of the Conservatives, who were so anxious to avoid two general elections successively within so brief a period that they accepted the Premier's program without calling for a vote.

When the House of Commons meets after Easter, it will take up the struggle to revolutionize the British government system. Resolutions will be presented to deprive the House of Lords of all authority over finances, and also of the power of vetoing the measures of the lower house, leaving to the Lords only the functions of delay and discussion.

If this plan succeeds, the government proposes next year to proceed with the transformation of the House of Lords from a hereditary to a democratic body.

Stakes Its Existence. Such was the program that the Prime Minister unfolded, and he and Chancellor Lloyd-George declared that the government staked its existence on it. In the meantime the budget stands in support of the House of Commons will deal with resolutions enabling the government to continue to borrow money and the appropriation bill for the army, navy and other departments. Mr. Asquith's plan gained the support of the advanced Radicals and Laborites, who have been wavering, with the result that the majority later in the evening had majorities of ninety-one and ninety-five, respectively, against the proposed amendments to Mr. Asquith's resolution.

The House of Commons had a discussion of policy when the program was accepted. They had, however, decided to refrain from voting.

The Premier's motion, giving government business precedence at every sitting up to March 24, was adopted. In laying down the government's program Mr. Asquith emphasized the necessity of proceeding with financial business first, and he said that after that would come the question of reforming legislation, he declared, would be confined to the army and navy bills and other urgent demands, which would occupy the whole attention of the House up to the Easter adjournment.

Will Set House Free. With regard to the House of Lords, he hoped that chamber would agree with the proposed plan, but whether it did or not the government intended to place on the statute books a provision which would set free the House of Commons from the veto of the Lords.

Chancellor Lloyd-George, in a telling speech, declared that the government could not ask for the exercise of the royal prerogative upon proposals which had not yet received the sanction of the House of Commons. The opposition of the House of Lords, he said, would be a "great moment in the history of Great Britain and Ireland," and he was fighting a powerful combination of forces without courage and comradeship, loyalty and sacrifice.

The Chancellor appealed to the Liberals to trust the government and work together.

ANNUAL DINNER TO SPEAKER

Taft to Inaugurate New Custom in Recognition of Dignity of Office.

Washington, D. C., February 28.—Speaker Cannon is to be the guest of honor at a dinner of forty guests at the White House on Thursday night. At that time President Taft will inaugurate a new White House custom, that of an annual function in honor of the presiding officer of the House of Representatives. The dinner is to be on a par with those tendered to the Cabinet, the diplomatic corps and to the judiciary.

The Speaker of the House has held rather an undefined position as regards the more formal social affairs of the White House, and it is said to be in recognition of the dignity of the office that the President has decided to add the "Speaker's dinner" to the official calendar during his term of office. The precedent, thus being set, probably will live.

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SNOW AVALANCHES SPREAD DISASTER

Without Warning They Overwhelm Mining Villages.

24 KNOWN DEAD, CAUGHT IN RUINS

Rescuers Still Digging Frantically Into Great Slides in Hope That Some Lives May Be Saved—Towns of Burke and Mace Completely Buried.

Spokane, Wash., February 27.—Twenty-four persons are known to-night to be dead as the result of snowslides yesterday and to-day in the mining region of Northern Idaho. To the nineteen who perished in the avalanches at Mace and Burke, Idaho, last night and early to-day, are added three more who died in a similar disaster yesterday when the camp of the Carbonate Hill Mining Company, at Mullen, Idaho, was destroyed, and two killed at Dorsey, Idaho, to-day.

The fight against time and cold at Mace and at Burke has been waged bravely and persistently by the little army of men, who hope to find under the heaps of ruins some who have escaped death.

Frantic Work of Rescue.

The rescuers have dug frantically for many hours. Every available man and boy has been pressed into service. Mace is situated on a creek, and the mountains rise high on either side of the town. The main body of the avalanche, which started from the top of Custer Mountain, passed beyond the town, and striking the opposite slopes with terrific force, rushed up to the opposite mountainside. The canon is filled to a depth of forty-five feet.

The damage at Mace was done by a fragment of the main slide, which carried a considerable train of men, as it plunged into the ravine. As it rolled up the other side it demolished the houses in its path, and stopped a short distance beyond the Pascoe home. The boarding house of the Standard Mine, where 300 miners were sleeping, was missed by 120 feet.

The first slide, which almost wiped out Mace, was followed by a second, which carried a considerable train of men, as it plunged into the ravine. As it rolled up the other side it demolished the houses in its path, and stopped a short distance beyond the Pascoe home. The boarding house of the Standard Mine, where 300 miners were sleeping, was missed by 120 feet.

Four of those who lost their lives at Burke were members of the rescue party that had been at work at night at Mace. They were David Sheppard, Dick Rich, William Painter and James Rogers. These men were among the first to respond to the call for succor when the news of the Mace disaster reached Burke. After working several hours at the mine office and earth that blocked the canon, they returned to Burke just as the slide was caught in the slide there.

Among the last to be taken out of the snow alive at Mace was Mrs. George Pascoe, an old woman who lived on the outskirts of the town. She was buried thirteen feet under the snow. It took four hours to extricate her. She had suffered from the cold, but was not severely injured. "Burke is buried fifty feet under snow and earth," said the local official. "The slide is 3,000 feet long and fills the canon."

James Rogers, who was supposed to have perished, was rescued at Burke to-night. He had been buried in the snow eight hours.

Late reports from Burke indicate that last night's snowslide is not as bad as first feared.

The number of known dead now totals nineteen. At noon but four bodies had been recovered at Burke, the victims being A. D. Pritchett, Richard Rogers, and the children of Mr. Sheppard, and the children of Mr. and Mrs. George Neuman, both of their parents being reported injured. Whether other bodies are hidden under the fifty feet of snow cannot be determined as yet.

"My husband, where is he?" cried Mrs. Pascoe, who is the superintendent of the Standard Mine, when rescued pulled her out of a mangled mass of twisted iron bed rails under forty feet of snow at Mace. Only a cast iron bed post saved her from death. Her husband was mangled almost beyond recognition.

Snowslides are reported at widely separated points in the Coeur d'Alene district. At Murray, twenty-two miles north of Wallace, one slide smashed the surface plants of the Paracut Mine, inflicting damage to the amount of \$5,000. From the same locality news of the injury to the Bear Top Mine.

At Mullen, eight miles east of Wallace, the roof of the opera house collapsed.

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To Speak on Income Tax



SENATOR JOSEPH W. BAILEY.

BAILEY TO SPEAK ON INCOME TAX

Texas Senator Invited by General Assembly to Discuss Amendment.

HISTORICAL SIGNIFICANCE

Virginian, in 1795, First Denied Right to Government to Demand Carriage Tax.

Joseph Weldon Bailey, junior United States Senator from Texas, will address the General Assembly to-night on the constitutionality of the proposed income tax amendment to the Federal Constitution. Regarded by both parties as the peer of any living American constitutional lawyer, Senator Bailey is undoubtedly the highest authority on the subject of the income tax in this country. His coming here has a peculiar historical significance, since the first question as to the validity of a Federal income tax was raised in Virginia in 1795, when a citizen of the Old Dominion refused to pay the carriage tax, which involved the constitutional principle of the income tax. James Madison, Edmund Pendleton and John Marshall were much interested in the question at that time.

The special legislative committee on reception will meet Senator Bailey, who will arrive on the Richmond, Fredericksburg and Potomac train from Washington at 2:50 P. M. Senator Bailey, Delegates Alden Bell and Martin Williams, will escort him to the hotel. At 7:45 o'clock the joint committee will accompany Senator Bailey to the Capitol, where he will speak at 8 o'clock in the hall of the House. He will be introduced by Senator Halsey, while President Ellyson and Speaker Byrd will jointly preside over the meeting.

Admission to the floor of the House will be enjoyed only by the present and former members of the General Assembly, the Governor, State officials, Mayor Richardson and the State and Federal judges. The gallery will be open to the public.

MISS GERALD STANDS FIRM

Will Not Quit Work, Despite Ousting by Mrs. Scott.

Washington, D. C., February 28.—Ignoring a letter of dismissal sent to her by Mrs. Matthew T. Scott, president-general of the Daughters of the American Revolution, Miss Agnes Gerald reported for work as usual at the headquarters of the society here to-day. This Miss Gerald did upon advice of her lawyer, who has intimated that he believes Mrs. Scott liable for damages in attempting to dismiss his client, and that Mrs. Scott did not have the power to dismiss Miss Gerald. Insubordination was the reason given by Mrs. Scott in her letter to Miss Gerald for the attempted ousting. Miss Gerald's mother is said to have campaigned for Mrs. Scott who was defeated at the last election for the president-generalship by Mrs. Scott.

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PRESIDENT WHITE WARMS PROTESTS

Tells Committee That Railroad Dislikes Idea of Being Coerced Indirectly.

WILLING TO STAND ITS TAX

Dabney Believes Strode-Folkes Bill Might Impair Through Train Service.

Taxation of the Richmond, Fredericksburg and Potomac Railroad was warmly agitated at the meeting of the Senate Committee on Roads and Internal Navigation yesterday afternoon. The argument was upon the merits of the Strode-Folkes bill, which, as its patrons frankly avow, seeks to press such heavy burdens upon the railway company under its antedated charter as will force it to abandon that document and seek an amendment to it that will make it a taxable subject of the State. As joint patron of the bill, which would make each train stop at the best of an individual anywhere along the roadbed, if the charter were lived up to, Senator Folkes said that an interest as vast as the Richmond, Fredericksburg and Potomac should give some substantial tax return to the State.

"If it were properly taxed," said he, "the city and the State would profit considerably there by." Though asked to drop the bill, he was determined to see that it either lived up to its charter or yielded to regular taxation.

Might Impair Service.

Representing the Richmond Chamber of Commerce, W. T. Dabney interposed a staunch argument against the bill. He feared that the bill would be passed, but that it would drive away the valuable tourist travel from this city, so that it would go further South by way of Lynchburg. He thought that the industrial welfare of Richmond depended on that the Richmond, Fredericksburg and Potomac be let alone, so far as stopping its trains by individuals who wish to get on along the line was concerned, but he was of the opinion that it would be right to tax it.

General Counsel Braxton, of the Richmond, Fredericksburg and Potomac, followed with a strong legal argument against the bill. Saying that the original charter was drawn by Conway Robinson, a very eminent lawyer of his time, he showed that the road at first had been exempted from taxation, so that it might be induced to invest in it. He thought that a considerable portion of the stockholders would deem it best to subject the road to taxation.

Reason for Opposition.

As purely legal reasons for the opposition to the measure, he said that common carriers are not bound to carry there and everywhere. Several years of unbroken acquiescence in the present contract would be considered permanently binding by any court. Should the bill pass, in case of a test, the ruinous penalties

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FREEDOM FOR TAYLOR

Presidential Clemency for "Lifer" Who Killed His Wife.

Washington, D. C., February 28.—Freedom was granted by presidential clemency to Thomas J. Taylor, who has been serving a life imprisonment term in the Atlanta penitentiary for killing his wife, whom he suspected of infidelity in this city, fifteen years ago.

Since his incarceration at Atlanta Taylor has become an expert pharmacist and his record in prison has been an excellent one. During a serious smallpox epidemic the prisoner isolated himself with the sick patients and nursed them. He did the same thing during other epidemics.

Taylor was once well known in the baseball world, and among those asking for his pardon were many of the best-known players in the country.

THREAT OF UNIONS IS HAVING EFFECT IN PHILADELPHIA

Prospect of General Strike Increases Arbitration Talk.

TRANSIT COMPANY STILL OBDURATE

Country's Labor Chiefs Gathering for Meeting To-Morrow, When Sympathetic Walkout Order May Be Made Effective at Once—Still Hope for Settlement.

Philadelphia, Pa., February 28.—In spite of the constantly increasing number of demands by religious bodies and others that arbitration be resorted to to settle the strike against the Philadelphia Rapid Transit Company, officials of that company declared to-night that no proposition looking toward arbitration in any form is being considered by the board of directors.

There were very few disturbances along any of the lines of the company to-day, and an increased number of cars left the various barns. Heavy rain which fell to-night kept the streets from the streets, and the most complete after-dark schedule in effect since the strike began was run on all lines until midnight.

Many labor leaders still hope that public sympathy will force arbitration to wear the union button. In addition to the general strike voted for yesterday goes into effect on Saturday.

Labor Leaders Gathering.

In addition to the many out-of-town labor leaders all on the scene, the national heads of labor organizations in the country are expected to reach here in time to participate in another meeting of labor chiefs which will be held on Wednesday night.

It is possible that the general strike order may be changed at that meeting to become effective immediately in many trades.

Men who report for work to-morrow morning, the Mayor stated, will be taken back and will be subjected to no punishment. They must come as individuals, however, and will not be permitted to wear the union button. Councils will meet Thursday, where some course of action to end the strike will be taken.

Hope for Settlement.

C. O. Pratt, leader of the carmen, said this afternoon: "One reason why we deferred the general strike until Saturday was to give the workmen an opportunity to go to the employers and emphasize the necessity for arbitration. If the employers do not see fit to try to bring about a settlement of the matter, then we must assume they are siding with the faction which is attempting to crush organized labor and that their arguments with their workmen are longer binding."

Although the Philadelphia Rapid Transit Company refuses to accept proffered arbitration, it is reported here that the National Civic Federation will endeavor to settle the trolley strike.

The local Methodist Episcopal and Lutheran ministers, at their usual weekly meetings this afternoon, adopted resolutions urging immediate arbitration of the trolley men's strike.

A number of disturbances occurred to-night in the southern section of Kensington have been transferred to stations in that section.

At Fifth and Moyamensing Avenues, near the scene of yesterday's fatal accident, a car of the Southwestern Traction Company and a car of the Philadelphia Rapid Transit Company collided. Both cars were badly smashed, but the only passenger, a woman, refused to go to a hospital. A mob started to complete the destruction of the cars, but were dispersed by the police.

At Twentieth and Ellsworth Streets Joseph Kinsley was shot in the leg during a strike argument. His assailant, a colored man, escaped.

STEEL PLANT STILL CLOSED

Bethlehem Company Cannot Get Enough Men to Reopen Works.

Bethlehem, Pa., February 28.—The attempt of the Bethlehem Steel Company to reopen its plant to-day was a failure. Reports received to-night are that not more than 300 or 400 of the nearly 10,000 men were at work to-day, and not many men went out to the night shift. It is predicted that to-morrow morning, the number of men going to work will be largely in excess of to-day, as the company has given them assurance that they will receive the proper protection.

The labor leaders in charge of the strike state they have President Schwab beaten. They claim that with one or two exceptions all departments have been organized.

A John Doe warrant was issued this afternoon by Coroner Gibson, of Le-

A FACT.

The Times-Dispatch for the months of October, November, December, 1909, January and February, 1910, printed

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The nearest competitor of The Times-Dispatch printed during the same months 111,548 inches, thus showing a lead for The Times-Dispatch of

22,275 Inches

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